



*Fédération
Aéronautique
Internationale*



CIVA Rules, Judging, and Glider Aerobatics Committee Meetings

Rule Proposals for 2023 (Power and Glider Aerobatics)

Version 3.0 / 24 August 2022

INTRODUCTION

The deadline for the submission of Sporting Code “Normal Proposals” to CIVA (1 July 2022) has now passed. CIVA Delegates responded accordingly and these proposals will now be examined by the relevant Committees.

‘Normal Proposals’ – the scope of this document¹ – are proposals potentially affecting our CIVA Sporting Code (Section 6 Parts 1 & 2), which are submitted each year by Delegates or the President of CIVA in accordance with our normal rules process and deadlines. By extension such proposals may be submitted on request of CIVA by appointed Working Groups.

CIVA has the following rule related Committees in 2022 (elected each year at Plenary, each composed of five members plus a Chairman):

- CIVA Rules Committee (RC): Matthieu Roulet, Chairman (FRA)
- CIVA Judging Committee (JC), Pierre Varloteaux, Chairman (FRA)
- CIVA Glider Aerobatic Committee (GAC), Pekka Havbrandt, Chairman (SWE)
- CIVA Catalogue Committee (CC), John Gaillard, Chairman (RSA)

After two years of virtual meetings due to the Covid pandemic crisis, the RC/JC meeting will be held physically this year, with most probably a hybrid format still, to cope with inability of some members to travel. The meeting, scheduled for August 3 in Leszno just prior to WAC, will be open to observers. More details will be forwarded to Delegates in due time.

The RC/JC on the one hand, and the GAC on the other hand, will strive to harmonize decisions on rule proposals wherever this makes sense, in order to avoid as much as possible diverging options in Parts 1 and 2.

Comments on the enclosed rule proposals are welcome. After holding their meetings this summer, the Committees will issue their conclusions to the Plenary meeting of CIVA.

The new version of Sporting Code, incorporating those changes, will take effect on 1 January 2023.



Matthieu Roulet
Chairman, CIVA Rules Committee

21 July 2022

Note on v3.0: Addition of Austria (AUT) proposals submitted in Oct 2021 and missing in previous versions.

¹ This document does not include “*Safety Proposals*” (SP) that may come in usually after Championships and which relate to safety problems and merit consideration by plenary at CIVA’s next meeting ; nor “*Expedited Proposals*” (EP), i.e. proposals for minor changes which do not require full Committee consideration and usually submitted as a result of experience at Championships; nor “*Correction Proposals*” (CP) which are merely editorial remarks (e.g. typos, missing reference,...) that can be sent anytime to the RC or GAC Chairman as appropriate. “*Urgent Proposals*” submitted after Championships, in accordance with a deadline set by the CIVA President each year, are classified as a SP, EP, or NP (and in this latter case set to be examined by the relevant Committees in the following year), at the discretion of the President.

RC 2022:

- M. Roulet (Chairman)
- M. Gallaway
- E. Klimovich *
- Ph. Kuchler
- H. Rohner
- P. Varloteaux

JC 2022:

- P. Varloteaux (Chairman)
- M. Delcroix
- J. Gaillard
- E. Klimovich *
- Ph. Kuchler
- M. Mamistov *

GAC 2022:

- P. Havbrandt (Chairman)
- E. Bolster
- M. Delcroix
- Ph. Kuchler
- J. Makula
- F. Toth

CC 2022:

- J. Gaillard (Chairman)
- J. Bourke
- A. Deliu
- R. Fhal
- P. Havbrandt
- M. Heuer

* RUS in the meantime and until further notice suspended by FAI

RULE PROPOSALS CHECKLIST

Highlighted in **Yellow**: Proposals for which the GAC and the RC/JC should aim for a common position.

CIVA#	NAC	#	Subject	Allocation	Page
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NP2023-1

RC

**SPAIN PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in Programmes 2, 3 and 4 in Unlimited****Proposal**

Add the following figures (A.15. Family 8.4.13 To 8.4.14) in the figures accepted for Programmes 2, 3 and 4:

-8.4.13.2

-8.4.14.2

Rationale

To increase the number of possible figures for the Free-Unknown Programmes. To increase the flexibility, diversity and interest of Programmes and flights for sportsmen and audiences.

NP2023-2

RC

**SPAIN PROPOSAL #2**

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in Programmes 2, 3 and 4 in Unlimited****Proposal**

Add the following figures (A.15. Family 8.4.13 To 8.4.14) in the figures accepted for Programmes 2, 3 and 4
-7.4.2.3
-7.4.2.4

Rationale

To increase the number of possible figures for the Free-Unknown Programmes. To increase the flexibility, diversity and interest of Programmes and flights for sportsmen and audiences.

NP2023-3

RC

**SPAIN PROPOSAL #3**

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in Programmes 2, 3 and 4 in Unlimited****Proposal**

Remove the paragraph

A.15.1.3. Unlimited: No unlinked and opposite rolls (ref A.2.2.2), nor combinations of flick roll and aileron roll (ref A.2.2.4), permitted on the 45° down line of 8.4.15 to 8.4.18

And insert

A.15.1.3. Unlimited: Unlinked and opposite rolls (ref A.2.2.2), and combinations of flick roll first and aileron roll after (ref A.2.2.4), permitted on the 45° down line of 8.4.15 to 8.4.18

Rationale

To increase the number of possible figures for the Free-Unknown Programmes. To increase the flexibility, diversity and interest of Programmes and flights for sportsmen and audiences.

NP2023-4

RC

**SPAIN PROPOSAL #4**

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in Programmes 2, 3 and 4 in Unlimited****Proposal**

Modify paragraph A.2.2.3. as follows (addition underlined):

- A.2.2.3. Combinations of aileron roll first, and then flick roll, may be added in Families 1, 5, 7 and 8 on 45° up lines. The combined extent of rotation shall not exceed 540° with not more than 4 stops.

Remove the paragraph:

- A.8.1.1. All categories: In Family 5, No flick rolls permitted on ascending vertical or 45-degree lines, except in Family 5.2.1

And insert:

- A.8.1.1. All categories except Unlimited: In Family 5, No flick rolls permitted on ascending vertical or 45-degree lines, except in Family 5.2.1
- Unlimited: In Family 5, No flick rolls permitted on ascending vertical, except in Family 5.2.1.

Rationale

To increment the number of possible figures for the Free-Unknown Programmes. To increase the flexibility, diversity and interest of Programmes and flights for sportsmen and audiences.

This year Free Known includes a figure with combination of rolls and flick rolls in three lines stall turns (Family 5.3.1 and 5.3.2 figures), demonstrating that is safe and technically possible.

NP2023-5

RC

**SPAIN PROPOSAL #5**

Document: Section 6 Part 1

Subject: **Increase in the number of permitted figures in Programmes 2, 3 and 4 in Unlimited****Proposal**

Add the following figures (A.24. Family 9.10, Negative Flick-Rolls) in the figures accepted for Programmes 2, 3 and 4

- Three quarter negative flick-roll in a 45-degree negative line up (9.10.2.3)
- Three quarter negative flick-roll in a horizontal negative line (9.10.3.3)
- Three quarter negative flick-roll in a 45-degree negative line down (9.10.4.3)
- Three quarter negative flick-roll in a 45-degree positive line up (9.10.7.3)
- Three quarter negative flick-roll in a horizontal positive line (9.10.8.3)
- Three quarter negative flick-roll in a 45-degree positive line down (9.10.9.3)

Rationale

To increase the number of possible figures for the Free-Unknown Programmes. To increase the flexibility, diversity and interest of Programmes and flights for sportsmen and audiences.

This year's (2022) Free Known includes a figure with a combination of rolls and flickrolls in three-line stall turn (Family 5.3.1 and 5.3.2 figures), demonstrating that is safe and technically possible for Unlimited category pilots.

NP2023-6

JC

RC

GAC

**SPAIN PROPOSAL #6**

Document: Section 6 Part 1 / Part 2 *

Subject: **Remove the Perception Zero from the rule book****Proposal**

Remove the Perception Zero as an element of judging, and return to the previous system, in which any figure incorrectly flown with respect to a geometrical criterion or technical criterion (i.e. all the PZ cases, according 4.4.2.1) would be HZ.

Rationale

The scoring system has been constantly evolving in CIVA, to arrange always judging issues as i.e. bias, unfair competition...

The judging process, even though we understand that it is a subjective process, must have consistent results regardless of the judge. If there are discrepancies, the decision of the majority must prevail. Divergence of criteria should not exist on a judging line, because the judges must judge according the criteria as set in the rules. And these criteria expressed in the rules are unique and clear.

For example: on a judging line of 10 judges, only one scores a PZ to a pilot for a “incorrect” tail-slide. If 9 judges consider the manoeuvre correct, and only one does not, the error, usually manifested in the minority, should be discarded, and the minority notified. Multiple notifications could affect the judge’s performance qualification. This proposal does not intend to prosecute judges, it is meant to reduce subjective valuations and ensure quality-based and fair scoring.

*** RC Chairman Notes:**

- Potentially applicable to Part 2 as well.
- To be discussed in conjunction with Spain proposal #13 (NP2023-13) on similar subject.

NP2023-7

RC

**SPAIN PROPOSAL #7**

Document: Section 6 Part 1

Subject: **Permit certain flick-roll and aileron-roll combinations in Unlimited****Proposal**

Change the paragraph in Sporting Code, Section 6 Part 1 - Powered Aircraft
APPENDIX A: LIST OF FIGURES FOR PROGRAMMES 2, 3 AND 4

A.10.1.1. All Categories: Flick-rolls are not permitted on the horizontal entry lines of figures in columns 1 and 2, nor on the horizontal exit lines of figures in columns 3 and 4, of 7.2.1 to 7.2.4.

For the following

A.10.1.1. All Categories: Flick-rolls are not permitted on the horizontal entry lines of figures in columns 1 and 2.

Rationale

To increase the number of possible figures for the Free-Unknown Programmes. To increase the flexibility, diversity and interest of Programmes and flights for sportsmen and audiences.

The speed at the exit of these figures can be controlled perfectly in any aircraft to perform a safe flick-roll, by any pilot. Safety is not an issue in these type of figures for the standard pilot. These figures have even less possibilities to overload the planes that, for example, vertical flick rolls in P-Loops, since the pilot has 90° more in the loop segment, to reduce the speed and reach an appropriate speed for the flick-roll.

NP2023-8

RC

**SPAIN PROPOSAL #8**

Document: Section 6 Part 1

Subject: **Remove the limitation in the number of flick-rolls permitted in Programmes 2, 3 and 4 in Unlimited****Proposal**

Remove the paragraph

Total of Families 9.9 and 9.10 not to exceed eight, at least two of which must be vertically climbing

Insert the paragraph

Total of Families 9.9 and 9.10 not to exceed nine, at least three of which must be vertically climbing

in TABLE Sporting Code, Section 6. Part 1 - Powered Aircraft. 2.3. Programmes 2, 3 & 4 - The Free Unknown Programmes 2.3.1.4.a)

Rationale

To increase the number of possible figures for the Free-Unknown Programmes. To increase the flexibility, diversity and interest of Programmes and flights for sportsmen and audiences.

NP2023-9

RC

**SPAIN PROPOSAL #9**

Document: Section 6 Part 1

Subject: **Increase the number of permitted flick-rolls per figure to two, in up to two figures, in Programmes 2, 3 and 4 in Unlimited****Proposal**

Remove paragraph 2.3.1.4 b)

2.3.1.4.b) There will not be more than 1 flick-roll (Family 9.9 or 9.10) per figure.

Insert the paragraph 2.3.1.4 b)

2.3.1.4.b) “two flick-rolls will be permitted in up to two figures (family 9.9 or 9.10) per figure”,
except in two figures per programme**Rationale**

Increase the number of variations of figures in Unknown programmes. Figures with more than one flick-roll are usual in Free-Known Programmes. There is no safety issue, it is just question of skill. This year’s Free-Known includes a figure with two flick-rolls, demonstrating that is safe and technically possible for Unlimited pilots.

NP2023-10

RC

JC

**SPAIN PROPOSAL #10**

Document: Section 6 Part 1

Subject: **Modification for the Programmes 3 & 4, as UNKNOWNNS****Proposal**

Modify paragraph 2.3.1.5

- 2.3.1.5 The contest Organiser shall provide copies of the list of figures to all competing NACs, and each NAC may submit to the International Jury a maximum of two sequences, composed of these figures, for each Programme. The contest Organiser will determine the deadline for submitting proposed sequences. Computer files must be submitted, and must contain complete pages of all five Forms: A, B, C, R and L. Acceptable file formats and responsibility of submitting NACs in terms of up-to-date software are as described in rule 2.2.1.9.a).

Inserting 2.3.1.5

- 2.3.1.5 The contest Organiser shall provide copies of the list of figures to all competing NACs, and each NAC may submit to the International Jury a maximum of two sequences for programme 2 and only one sequence for programmes 3 and 4, composed of these figures. The contest Organiser will determine the deadline for submitting proposed sequences. Computer files must be submitted, and must contain complete pages of all five Forms: A, B, C, R and L. Acceptable file formats and responsibility of submitting NACs in terms of up-to-date software are as described in rule 2.2.1.9.a).

And remove paragraph

- 2.3.1.6.c) At least 12 hours before the commencement of each Programme, each competitor will notify the Organiser which of the proposed sequences he/she will fly

And insert

- 2.3.1.6.c) At least 12 hours before the commencement of Programme 2, each competitor will notify the Organiser which of the proposed sequences he/she will fly. For programmes 3 and 4, at least 12 hours before the commencement of each Programme, one of the submitted sequences will be selected through a drawing of lots. This sequence will be flown by all the pilots.

And remove paragraph

2.3.1.6.e) At least 1 hour before the start of Programme 2, the Organiser shall provide each NAC with a list of the Free Unknowns chosen by each competing pilot

The bases are:

- Programme 2 remains as today
- For programmes 3 and 4, each country proposes one sequence only.
- International Jury checks and approves all the sequences, as today.
- Drawing of lots of the proposed sequences, selecting one, at least 12 hours before the first flight, as today.
- All pilots fly the same sequence in programmes 3 and 4.

Rationale

To provide a logical and fair way to compare performance of all pilots in Programmes 3 and 4, maintaining only one Free Unknown as it is today. With the present system, pilots choose the simplest and easiest sequence available or produce their own one. This proposal aims to equalize the competition under the same terms and difficulty to all participants. As well, simplifies the competition paperwork and processes, making the system more fail proof. Additionally, it increases the attraction and understanding for fans and the ability to compare is significantly simplified. The Programme 2, remains as it is today, and only Programmes 3 and 4 are modified by this rule.

NP2023-11

RC

**SPAIN PROPOSAL #4**

Document: Section 6 Part 1

Subject: **Increase in the number of figures permitted in Programmes 2,3 and 4 in Unlimited****Proposal**

Remove paragraph A.17.1.7.

A.17.1.7. Unlimited: From 8.6.5 to 8.6.8: No flick-rolls on vertical down lines after a hesitation roll in the loop

Rationale

Increase the number of variations of figures in Unknown Programmes.

NP2023-12

RC

**SPAIN PROPOSAL #12**

Document: Section 6 Part 1

Subject: **Removal of Intermediate Category from Category 1 Championships****Proposal**

Remove the Intermediate Category from World Championship, Open Continental Championship or Continental Championship First Category competition status and move it to a Second Category event.

Existing rule:

1.2.2. Contest Categories

1.2.2.1. All flights carried out by competitors must be made solo; this applies to competition flights and training flights.

1.2.2.2. Contest categories are:

- a) Unlimited (“U”)
- b) Advanced (“A”)
- c) Yak 52 (“Y52”)
- d) Intermediate (“I”)

1.2.2.3. Intermediate World and Continental Championships: Specificities

- a) Intermediate World and Continental Championships shall be run to the exact same flying regulations as the “Y52” World and Continental Championships.
- b) The Organiser of “Y52” events (World or Continental Championships) may elect to combine it with an “I” International competition (see below).
- c) In case “I” and “Y52” are combined:
 - i) The “I” competition shall operate in all aspects in an identical manner to the “Y52” contest it is combined with (same programmes, same judges, same jury).
 - ii) Programmes shall be flown in an integrated manner, i.e. both types of entry shall be treated in exactly the same manner with regards to flight order and judging.
 - iii) The “I” and “Y52” results shall be determined separately.

New rule:

1.2.2.2.d) Remove the Intermediate “I” category

1.2.2.3. Delete references to Intermediate and I competitions

[further amendments to references to Intermediate and “I” competitions will be required throughout the SC].

Rationale

Intermediate is an aerobatic category which is not universally recognised or practised and is not therefore genuinely open to all nations for competition. World and Continental championships have not attracted universal support and particularly have not been supported by some of the larger member NACs. Pilots who routinely fly at a higher category in their own country but have not competed at Advanced or Unlimited in a FAI First Category event, are eligible to enter these events, creating an uneven competition. To achieve a wider attendance from the Intermediate class a better solution would be to encourage NACs to arrange Second Category events on a regional basis, where the travel to the event is shorter, the duration of the event is limited to 3-4 days and there judging staff can be provided locally, but to an international standard. It is an unnecessary dilution of the CIVA management effort, competition staffing and financial resource to attract and support bids to First Category championships in this class.

RC Chairman Note: To be discussed in conjunction with Poland proposal #1 (NP2023-27) on same subject.



NP2023-13

JC

RC

GAC

SPAIN PROPOSAL #13Document: Section 6 Part 1 / **Part 2 ***Subject: **Remove the Perception Zero (PZ) from the Sporting Code 6-1 and replace it with a series of fixed downgrades****Proposal**

Remove the Perception Zero as an element of judging, and return to the previous system, in which any figure incorrectly flown in respect to a geometrical criterion or technical criterion (i.e. all the PZ cases, according 4.4.2.1) would be HZ.

Existing rule:

4.4.2. Perception Zero

- 4.4.2.1. A mark of "Perception Zero" (PZ) must be awarded if the Judge considers that the figure is incorrectly flown in respect of a criterion that is a matter of subjective perception, rather than clearly demonstrable fact. A PZ must be awarded if and only if:
- A flick-roll never started proper auto-rotation;
 - A spin never started proper auto-rotation;
 - A rolling turn included a flick-roll;
 - A tail-slide does not move backwards by the required distance;
 - An excessively long line is shown between looping segment and adjacent roll, or roll and adjacent looping segment;
 - More than 45° of a roll is flown on the exit line of a rolling turn.

The proposed list would be:

Current PZ criteria	Downgrade
a) A flick-roll never started proper auto-rotation;	HZ
b) A spin never started proper auto-rotation;	HZ
c) A rolling turn included a flick roll;	HZ
d) A tail-slide does not move backwards by the required amount;	-4.0 points
e) An excessively long line is shown between looping segment and adjacent roll, or roll and adjacent looping segment;	-4.0 points
f) More than 45° of roll is flown on the exit line of a rolling turn.	HZ

Rationale

The PZ was introduced to replace the mark of Hard Zero (HZ) in circumstances where the gross error could not be factually determined by video review. In reality, the errors addressed in the PZ rule each refer to a poorly executed element of a figure, where the award of a HZ mark refers to a figure which was wrongly flown because an element was missed, was entirely wrong or flown in the wrong direction. The current list of figures where a PZ mark can be applied is definitive and short. In some cases, the error will be obvious to all the judges, but more frequently there will be a division of opinion (perception) as to whether the element was correctly or incorrectly flown. In these circumstances a fixed downgrade applied by those judges who perceive the error would be a fairer solution, with the fixed downgrade varying in severity, dependent on the error. If a fundamental part of the maneuver is lost (visible pitch, or auto-rotation in a flick roll) a HZ must be given.

* RC Chairman Notes:

- Potentially applicable to Part 2 as well.
- To be discussed in conjunction with Spain proposal #6 (NP2023-6) on similar subject.

NP2023-14

JC

RC

GAC

**SPAIN PROPOSAL #14**Document: Section 6 Part 1 / **Part 2 ***Subject: **Fixed downgrade of -2.0 points where an unlinked roll element after a spin is separated from the spin by more than a ‘brief but perceptible pause’****Proposal**

Existing Rule:

B.9.29.4. After completion of the prescribed number of turns, the aircraft must stop rotating precisely on the pre-stated heading, then a 90 degree down, wings level attitude must be seen. Grading criteria for the basic figure being flown then resumes. If a roll follows a spin, there should be a brief, but perceptible pause (similar to unlinked rolls) between the spin and the roll. Because there is no vertical line before the spin, there is no criterion to center either a spin element alone or a spin-roll combination on the vertical down line. Be alert for early stopping of the stalled autorotation followed by "aileroning" to the pre-stated heading. In this case, a deduction of one (1) point for every five (5) degrees of "aileroning" must be applied. For example, in a one-turn spin the autorotation is observed to stop after 345 degrees of rotation and the ailerons are used to complete the rotation. The highest score this spin could receive is a 7.0.

New Rule:

B.9.29.4. After completion of the prescribed number of turns, the aircraft must stop rotating precisely on the pre-stated heading, then a 90 degree down, wings-level attitude must be seen. Grading criteria for the basic figure being flown then resumes. If a roll follows a spin, there should be a brief, but perceptible pause (no more than one second in duration) between the spin and the roll. If the pause exceeds one second a downgrade of -2.0 marks shall apply. Because there is no vertical line before the spin, there is no criterion to centre either a spin element alone or a spin-roll combination on the vertical down line. Be alert for early stopping of the stalled autorotation followed by "aileroning" to the pre-stated heading. In this case, a deduction of one (1) point for every five (5) degrees of "aileroning" must be applied. For example, in a one-turn spin the autorotation is observed to stop after 345 degrees of rotation and the ailerons are used to complete the rotation. The highest score this spin could receive is a 7.0.

Rationale

Although the existing rule states that there should be a ‘brief but perceptible pause’ between the unlinked spin rotation and the roll, there is no definition for what a ‘brief but perceptible pause’ is. Neither is there any other rule which can be applied to a downgrade if the pause is longer than ‘brief but perceptible’. This example was used in a recent judging paper, resulting in a range of solutions offered, none of which had any foundation in Sporting Code 6-1. To correctly apply a downgrade to this combination within a figure ‘brief but perceptible’

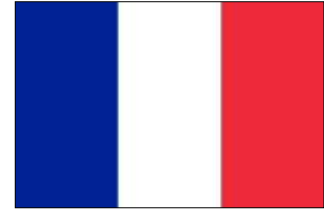
could be defined as no more than a one second duration. If the pause between the spin element and the roll exceeds this duration, then a fixed downgrade of -2.0 points could be applied.

The downgrade is easy to justify, proportionate and it is possible to review this using video for judge training, so we would make this proposal.

*** RC Chairman Note:** Potentially applicable to Part 2 as well.

NP2023-15

GAC

**FRANCE PROPOSAL #1**

Document: Section 6 Part 2

Subject: **Drawing of lots for the Unknown figures****Proposal**

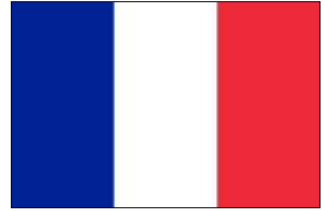
Add to 2.3.1.2.

- a) The first priority to be selected for this group will be: In Unlimited and Advanced, those NACs that have a team of at least 3 pilots.
- b) The second priority to be selected for this group will be: In Unlimited and Advanced, those NACs that have a team of at least 2 pilots.

Rationale*None provided*

NP2023-16

GAC

**FRANCE PROPOSAL #2**

Document: Section 6 Part 2

Subject: **Changes in Appendix A****Proposal**

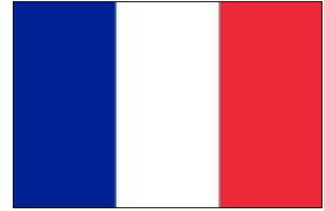
« In appendix A: no flick roll on the 45° descending line for figures 8.7.5.1 , 8.7.5.2 , 8.7.6.1 et 8.7.6.2). If there are other fig. we didn't think of and proposed by other country during the discussion, I propose to accept them if the majority of the GC agrees at the beginning of the discussion. »

Rationale

Our glider are getting older and older and in those figures if correctly flown, when the 45° down line is established it is already the max. speed for a snap.

NP2023-17

GAC

**FRANCE PROPOSAL #3**

Document: Section 6 Part 2

Subject: **Shorter Free Known****Proposal**

Change 2.2.1.1.:

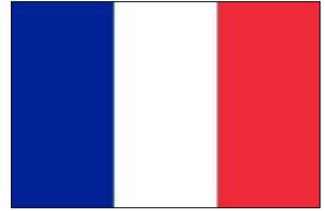
- a) Four (4) from a Known « master set »...
- b) ... in order to design a sequence of nine (9) figures

Rationale

In power for their FreeKnown the have to built 5+5 figures + 1 to 4 linking figures ie a total of 14 figures; in glider we have also 5+5 figures + 1 or 2 linking figures (ie a total from 12 figures). It is our opinion that 4 (CIVA)+5 (pilotes) + 2 linking figures would be more adequate, less possibility to have height problems.

NP2023-18

GAC

**FRANCE PROPOSAL #4**

Document: Section 6 Part 2

Subject: **Mostly editorial****Proposal**

2.3.1.4. The 7 selected figures must comprise:

TABLE (as it is)

(As an alternative, the following points could be integrated to the table up to the committee)

a) UNLIMITED:

- minimum K for each figure 17
- maximum K 43
- the total K-Factor of the first 3 selected figures may not be more than 110.
- total K for the 7 figures: minimum 180, maximum 200

b) ADVANCED

- minimum K for each figure 10
- maximum K for each figure 37
- total K for the 7 figures: minimum 150, maximum 170

c) Repetition of (any manoeuvre with) the same catalogue number is not allowed within any one Programme except Families 1.1.1 and 9.

Repetition of complete figures from previous Programmes is not allowed in subsequent Programmes (except Families 5 and 6 "AG" only).

Rationale

To make this rule more easy to read

NP2023-19

RC

JC



UNITED KINGDOM PROPOSAL #1

Document: Section 6 Part 1

Subject: **To increase the Disqualification heights for Advanced, Yak52/Intermediate to 150m**

Proposal

To increase the Disqualification heights for Advanced, Yak52/Intermediate to 150m.

Existing rule:

3.8. Height Limitations

3.8.1.1. The following height limitations have been determined for all contest flights:

Category	Upper	Lower	Disqualification
Unlimited	1000 m	100 m	50 m
Advanced	1100 m	200 m	100 m
Yak 52 / Intermediate	1200 m	200 m	100 m

New rule:

3.8.1.1. Disqualification height for Advanced, Yak52/Intermediate is amended to 150m.

Rationale

Under European regulations, SERA.5005 (f) (2) requires all VFR flight to be above 150m, unless an exemption is provided by a competent authority.

The difference between Low and Disqualification at UNL is 50m, which is an adequate margin before exclusion for a significant breach of the low line. There is no added benefit in making that difference 100m for ADV/INT/YAK, in fact the additional margin before disqualification may even encourage pilots to risk flying lower. Therefore, for reasons of safety, to make the rule uniform across the classes and judging criteria and to conform to SERA we would make this proposal.

NP2023-20

RC

JC



UNITED KINGDOM PROPOSAL #2

Document: Section 6 Part 1

Subject: **To increase the Lower height limit for Unlimited to 200m and the Disqualification height to 150m**

Proposal

To increase the Lower height limit for Unlimited to 200m and the Disqualification height to 150m.

Existing rule:

3.8. Height Limitations

3.8.1.1. The following height limitations have been determined for all contest flights:

Category	Upper	Lower	Disqualification
Unlimited	1000 m	100 m	50 m
Advanced	1100 m	200 m	100 m
Yak 52 / Intermediate	1200 m	200 m	100 m

New rule:

3.8.1.1. Lower height for Unlimited is amended to 200m. Disqualification height for Unlimited is amended to 150m.

Rationale

Under European regulations, SERA.5005 (f) (2) requires all VFR flight to be above 150m, unless an exemption is provided by a competent authority.

The current Lower and Disqualification height limits for Unlimited are below the SERA minimum height for VFR flight, unless an exemption is provided by a competent authority. This means that contest organisers in EASA states must obtain an exemption from their competent authority, or the flights would be conducted illegally. Clearly this could have severe implications for personal and corporate insurance policies of the competitors and the organisers, as well as the FAI.

Therefore, for reasons of safety, to make the rule uniform across the classes and judging criteria and to conform to SERA we would make this proposal.

NP2023-21

RC

GAC

**HUNGARY PROPOSAL #1**

Document: Section 6 Part 1 / Part 2 *

Subject: **International Teams****Proposal**

According to FAI Sporting Code General Section paragraph 4.5.3.2, an International Team is a group of two or more competitors, who collectively represent more than one NAC or are FAI participants, and an FAI team is a group of two or more FAI participants.

It is proposed that all competitions are open to International Teams as well as FAI Teams.

All National Teams will be named from the country that they represent (e.g. Australia, Germany,...) and each NAC can enter only one National Team.

All International Teams and FAI Teams must be named so that no confusion is possible with any National Team (e.g. Breitling Team, RedBull Team, South American Team are acceptable, but Breitling Switzerland Team is not acceptable).

Rationale

This will allow pilots from countries which are not able to send 3 or more pilots from the same NAC to form International Teams together and be eligible to Team medals.

Additionally, a team composed of two pilots exactly could possibly perform better than a team composed of three pilots. It is proposed that teams of two pilots are always eligible for team medal (as in FAI rules).

*** RC Chairman Notes:**

- Potentially applicable to Part 2 as well.
- HUN request to review proposals HUN #1, #2, #3 and #4 in this order.

NP2023-22

RC

GAC

**HUNGARY PROPOSAL #2**Document: Section 6 Part 1 / **Part 2 ***Subject: **Predetermined members for Teams ranking****Proposal**

Section 6 Part 1 paragraph 1.2.6.1 and others are modified as follows (changes underlined):

Every NAC shall notify the Organizer of a Championship, not less than two months before it is due to start, of the number of competing pilots to be entered from their countries. Of these pilots, a minimum of two (2) and a maximum of three (3), regardless of gender, can be eligible for a team medal of their NAC. The name of these two (2) or three (3) pilots will have to be given by every NAC at the latest the day before the official start of the competition.

All pilots who are not elected or who do not plan or who do not want to be elected by their NAC for competing for the team medal of their NAC can form International Teams, as defined by FAI. International Teams must be declared at the latest the day before the start of the competition.

All NAC composed of two (2) or three (3) pilots only will have all pilots eligible for team medal of their NAC by default and without the need of any notification, unless those pilots decide to form an International Team (there is no obligation for a NAC to enter a National Team).

As for individual ranking, each pilot belonging to a NAC is eligible for an individual medal as a member of his NAC, regardless of his belonging or not to a National Team or an International Team.

As a general rule and specifically in Section 6 Part 1 paragraph 2.3, no discrimination shall be made between National Teams and International Teams or FAI Teams. Therefore, the same rules for nominating figures apply among all National Teams, International Teams and FAI Teams.

Rationale

Some countries have the possibility to select much more pilots to be entered into championships compared to others. This is only due to the size of the country, its aeronautical infrastructures, or its number of pilots. Certainly, a strong advantage toward team medals is given to large teams compared to small teams. Unfortunately, this advantage does not reward only the performance of the pilots but also the size of the team they are forming. This goes against the General Rule of CIVA as stated in Sporting Code Section 6 Part 1 paragraph 1.1.1.6.

Example

A team is made of 4 pilots or more (A1, A2, A3, A4,...).

B team is made of 4 pilots or more (B1, B2, B3, B4,...).

C team is made of 3 pilots only (C1, C2 and C3).

Before the last program, A team is leading with pilots A1, A2, and A3 eligible for gold medal. B team is following with pilots B1, B2 and B3 eligible for silver medal.

C team is following after with pilots C1, C2 and C3 eligible for bronze medal.

During last program, pilots B3 and B4 make such scores that the B team is not anymore eligible for silver medal with pilots B1, B2 and B3, but with pilots B1, B2 and B4.

At the same time, C team performed so that it would be eligible for silver medal if B team had been comprised of pilots B1, B2 and B3 only. A team performed normally to keep its gold medal.

This situation has already been seen before, giving advantage to B team mainly because of its size.

In other words, the size of the team can compensate for underperformance of one or more pilots within the team, whereas small teams made of the minimum number of pilots only have no possibility to compensate for underperformance of one of their pilots.

*** RC Chairman Notes:**

- Potentially applicable to Part 2 as well.
- HUN request to review proposals HUN #1, #2, #3 and #4 in this order.

NP2023-23

RC

GAC

**HUNGARY PROPOSAL #3**

Document: Section 6 Part 1 / Part 2 *

Subject: **Teams ranking method****Proposal**

Sporting Code Section 6 Part 1 chapter 5 is modified as follows.

2 options:

HUN Proposal #3-1

All National Teams, International Teams and FAI Teams are placed together in an unique ranking.

HUN Proposal #3-2All National Teams, International Teams and FAI Teams are placed together in an overall teams ranking.
National Teams are also ranked separately in a team ranking of nations.**Rationale***See previous proposals**** RC Chairman Notes:**

- Potentially applicable to Part 2 as well.
- HUN request to review proposals HUN #1, #2, #3 and #4 in this order.

NP2023-24

RC

GAC

**HUNGARY PROPOSAL #4**

Document: Section 6 Part 1 / Part 2 *

Subject: **Entry limitations per NAC****Proposal**

All limitations to the number of pilots to be entered by each NAC is removed.

All limitations to the number of male or female pilots to be entered by each NAC is removed.

In case the total number of participants notified to the organizer two months before the due start of the competition exceeds the maximum number that can be entered due to organizational reasons, the number of participants will be reduced progressively as follows:

- the organizer will consider limiting the number of competing pilots from each NAC who notified entering more than 3 pilots to a reasonable number (which can be more than 3);
- the organizer will limit the number of competing pilots from all NAC to 3 pilots maximum;
- the organizer will limit the number of competing pilots from all NAC to 2 pilots maximum.

Rationale

Some countries have a considerable number of pilots that are qualified for World or Continental Championships. Bringing more pilots into the competitions helps the promotion of the sport.

Moreover, the more pilots are entered in the competition, the more International Teams can be formed, which gives better visibility to the sport.

*** RC Chairman Notes:**

- Potentially applicable to Part 2 as well.
- HUN request to review proposals HUN #1, #2, #3 and #4 in this order.

NP2023-25

RC

**HUNGARY PROPOSAL #5**

Document: Section 6 Part 1

Subject: **Remove Gender Distinction in Power Unl****Proposal**

Sporting Code Section 6 Part 1 chapter 5 as well as all other chapters and paragraphs mentioning pilot's gender are modified as follows:

HUN Proposal #5-1

All reference to gender is removed from all CIVA rules. As a consequence, there will be only one overall ranking among males and females.

HUN Proposal #5-2

All reference to gender is removed from all CIVA rules, except for individual female ranking. As a consequence, there will be only one overall teams ranking among male teams and female teams, but individual separate female ranking is kept.

Rationale

It is recognized that the possibility to form one or more National or International Teams of same gender can compensate for the suppression of a separate female ranking in terms of visibility.

NP2023-26

RC

JC

**LUXEMBURG PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Freestyle****Proposal**

The Final Freestyle is mandatory for all pilots and it is accounted for 50% of the K of the Free Known Programme.

All other rules for Freestyle Programme are unchanged.

Rationale

None provided.

NP2023-27

RC

**POLAND PROPOSAL #1**

Document: Section 6 Part 1

Subject: **Remove Intermediate and Y52 class from Powered Category contests****Proposal**

To remove Intermediate and Y52 class from Powered Category contests.

Editorial changes of FAI Sporting Code section 6, part 1:

- 1.2.2.2 - remove c) and d)
- 1.2.2.3 - remove entirely
- 1.2.3.3 - remove entirely
- 1.2.5.2 - remove „Y52 and I“
- 1.2.6.1 b) - remove „Y52 and I“
- 1.2.6.2 b) - remove „Y52 and I“
- 1.3.1.1 c) xiii) - remove entirely
- 1.3.2.1 c) ii) - remove entirely
- 1.3.2.3 c) ii) - remove „and at least 5 nations in Yak52 / Intermediate“
- 1.3.4.3 - remove entirely.
- 1.4.8.1 - remove „or at least one in Y52 / I“
- 2.2.1.4 - remove part of table „Y52 / I“
- 2.2.1.8 - remove part of table „Y52 / I“
- 2.3.1.1 - remove part of table „Y52 / I“
- 2.3.1.2 - rewrite to remove „Yak 52 / Intermediate“
- 2.3.1.4 - remove part of table „Y52 / I“
- 3.4.1.1 - remove „(or in Yak52 / Intermediate, the first flight)“
- 3.6.2.6 - remove entirely
- 3.6.4.6 b) - remove part of table „Y52 / I“
- 3.8.1.1 - remove part of table „Y52 / I“
- 3.12.3 - remove entirely
- 3.13.1.2 - remove part of table „Y52 / I“
- 4.1.5.8 b) - remove „Y52 / I“
- 4.3.1.1 - remove „Y52 / I“
- 4.3.5.2 - remove „Y52 / I“
- 4.3.6.2 - remove „Y52 / I“

4.3.7.2 - remove entirely

4.3.8.4 - remove part of table „Y52 / I“

5.2 - remove part of table „Y52 / I“

5.7 - remove entirely

Appendices - remove all text related to Intermediate / Yak52 classes.

Rationale

1. Very little number of participating pilots for both categories. It's difficult to gather sufficient number of pilots to run and validate international contests.
2. Difficulties to convince local authorities and sponsors to support „lower category“ events.

RC Chairman Note: To be discussed in conjunction with Spain proposal #12 (NP2023-12) on same subject.

NP2023-28

JC

RC

GAC

**AUSTRIA PROPOSAL #1**Document: Section 6 Part 2 / **Part 1 ***Subject: **Line between unlinked rolls****Proposal**Add a new paragraph to Sporting Code Section 6 Part 2, Appendix B, B.9.22.3 e) **(B.9.24.4.f) in Part 1):**

- B.9.22.3.e) Unlinked and opposite rotations require a brief, but perceptible pause in between the roll elements. An excessively long stop in between the rotational elements is at least a two (2) point downgrade.

Rationale

During WAGAC 2021 it was observed that there is a hole in the rules regarding the judging of the length of the “brief check or pause” between opposite rotations or unlinked rolls.

While flying a huge line in between two rotational elements on a horizontal line could lead to awarding “HZ” for the reason of “two different figures”, the rules leave no possibility for a downgrade because of an unnecessarily long line in between two rotational elements (e.g 2x4 followed by opposite 1x2).

Introducing this rule would give judges the possibility to make a downgrade for excessively long (“non-brief”) checks or pauses in opposite or unlinked rolls on horizontal, vertical or 45° lines.

The rule is also consistent with B.9.10.4, regarding the same amount of downgrades for rolling elements in a loop which result in a “line being drawn”.

The rule change leaves the possibility for Judges unchanged to award HZ if a line between rotational elements on horizontal line is flown so long that it appears that there were two different figures.

This existing possibility to award “HZ” would be complemented by the possibility to downgrade gradually, if in the Judge’s perception the stop was longer than the required “brief check/pause” (on all lines) but not yet long enough to award “HZ” for the reason of two different figures (on horizontal lines only).

*** RC Chairman Note:** Potentially applicable to Part 1 as well.

NP2023-29

JC

RC

GAC

**AUSTRIA PROPOSAL #2**Document: Section 6 Part 2 / **Part 1 ***Subject: **Stalls during rolls****Proposal**Amend Sporting Code Section 6 Part 2, 4.5.2.1.c) **(4.4.2.1.c) in Part 1** to read (changes underlined):4.5.2.1.c) A rolling turn or roll included a flick roll (B.9.3.6.g and B.9.23.3)Introduce a new paragraph Sporting Code Section 6 Part 2, Appendix B, B. 9.23.3 **(B.9.25.4 in Part 1)**:

B.9.23.3. If a flick roll is performed instead of an aileron roll, or if an aileron roll starts correctly but at some point turns into a flick roll, the figure is graded PZ.

Rationale

During WAGAC 2021 it was observed that the judging criteria do not cater for the possibility of flick rolls that occur during or instead of aileron rolls.

In rolling turns, there is a clear rule stating that an “unwanted” flick roll instead of an aileron roll renders the figure PZ.

Furthermore, the fact that a “flick” instead of an aileron roll occurred at some point in a roll or instead of a roll is hardly visible on the video. Therefore – in line with the “no flick” paragraph 4.5.2.1 a) – the opposite case of the unintended autorotation should also be marked with a PZ.

Additionally, this proposal corrects the wrong reference number (5.9.3.6g) to the correct number B.9.3.6.g and introduces a new paragraph in Appendix B, B.9.23.3 to reflect the change in the PZ catalogue also in Appendix B.

*** RC Chairman Note: Potentially applicable to Part 1 as well.**

NP2023-30

JC

RC

GAC

**AUSTRIA PROPOSAL #3**Document: Section 6 Part 2 / **Part 1 ***Subject: **Include PZ in Mix of Zeros****Proposal**

Amend the paragraph Sporting Code Section 6 Part 2, 4.5.6.2 (**4.4.6.2. in Part 1**) to let it say (changes underlined):

- 4.5.6.2. If during this process the Chief Judge establishes that there is a mix of Hard Zeros, Perception Zeros and Numerical Zeros for the same whatever error i.e. it is only the extent of the error above 45 degrees that cannot be established (i.e. a stall in a loop occurred and a Judge awards PZ, in the same judges award either 0.0 or HZ for an angular error being below or above 90 degrees) and these combined Zeros are in the majority for this error, the Chief Judge shall instruct those judges with the Numerical Zeros to change their score sheets to Hard Zeros and sign the sheets accordingly. the Chief Judge ~~will then~~ shall fill the CHZ field. Consequently, no judge will in this instance have a point added to his Hard Zero anomaly count.”

Rationale

In many cases a bad figure will give plausible and multiple reasons for Judges to award either PZ, 0.0 or HZ. This happens e.g. when there is an angular error below or above 90° and in the same figure also a reason to award a PZ, e.g. for a stall in a loop.

Other examples could be flicks, where one judge thinks the flick never departed (giving a PZ) and other judges think the flick stopped early and was concluded by an aileron roll of a bit less (0.0) or more (HZ) than 90 degrees.

In all these cases, all the Judges awarding HZ, 0.0 and PZ are right for their own selected reason.

In the rule book there is no “priority rule” between zeros, e.g. saying that in a figure should always be marked HZ, if reasons for PZ and HZ exist in the same figure.

If PZ are not counted towards the “Mix of Zeros” count and if the “reasons” stated are also checked when assessing the “Mix of Zeros”, it is highly unlikely, that a majority of zeros will be found, even in cases where a majority of the Judges say that a figure is actually worth nothing (PZ, HZ or 0).

The reason “why” a figure is worth nothing should not matter, as long as there is a majority of judges who vote that no points (for whatever reasons) are to be awarded.

*** RC Chairman Note:** Potentially applicable to Part 1 as well.

NP2023-31

JC

RC

GAC

**AUSTRIA PROPOSAL #4**Document: Section 6 Part 2 / **Part 1 ***Subject: **Video Veto right for CJ****Proposal**Introduce a new paragraph in Sporting Code Section 6 Part 2, 4.5.4.4 b) **(4.4.4.4.b) in Part 1**, saying:

4.5.4.4.b) If in a case where there is a mixture of scores, Hard Zeros and Perception Zeros for a figure the Chief Judge is convinced that there is substantial evidence on the video displaying a Hard Zero, the Chief Judge shall tick the CHZ box and then refer the matter to the International Jury for clarification and a decision.

Amend 4.5.4.4 a) so that “not be able to” reads “and he is not able to”.

Amend 4.5.4.4 b) and c) to read c) and d) respectively.

Rationale

In some cases, even when there is substantial evidence on the video that a case of HZ is present, the HZ is not awarded because after watching the videos Judges tend to stick to their marks to avoid ranking downgrades.

This makes the video review of HZ's is in these cases senseless.

Furthermore – even if there is substantial evidence on the video – the pilot this way receives high marks for figures which were actually flown in a highly questionable manner. The pilot is rewarded twice for an awful figure – first, because the HZ mark gets deleted and second, because it gets replaced by scores (e.g. even if there was a majority of zeros in the first place, like 4, 5, 0, 0, PZ, HZ, HZ for different reasons).

Additionally, the obvious grammatical error “not be able to” in the first sentence should be corrected.

*** RC Chairman Note:** Potentially applicable to Part 1 as well.

NP2023-32

RC

GAC

**AUSTRIA PROPOSAL #5**Document: Section 6 Part 2 / **Part 1 ***Subject: **No mix of 2-pilot and 3-pilot teams****Proposal**

Amend the paragraph Sporting Code Section 6 Part 2, 1.2.6.1.b) **(1.2.6.1.a)iii) and 1.2.6.1.b)iii) in Part 1)** to let it say (changes underlined):

1.2.6.1.b) In the event that fewer than 3 4 teams comprised of 3 or more pilots compete, the number of pilots required to constitute a team will be reduced to 2. The requirements of paragraph 1.2.5.1 still apply."

Rationale

If in case of three 3-pilot teams they compete against 2-pilot teams. This seems like an unfair advantage. The chance on winning the team bronze medal will not depend on skill but rather on the fact if the team has a third pilot.

In case of three 3-pilot teams, the bronze medal is almost 100% sure for them.

The rule should be amended to allow real competition for the bronze medal.

*** RC Chairman Note:** Potentially applicable to Part 1 as well.